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REUTER'S TELEGRAMS.

THE PRICE OF COAL.

DEBATE IN HOUSE OF COMMONS

London, May 13.

In the House of Commons, Mr. Bruce moved the adjournment to draw attention to the increased price of domestic coal, which he asked the Government not to impose. He approved of the reasons for the increase in industrial coal. Sir Robert Horne, replying, said the present was the most convenient season to start the policy of termination of the coal subsidies. While the miners were not entirely free from blame as regards production, the coal owners were showing a lack of energy, owing to the unsettled situation in consequence of the agitation for nationalisation. He did not consider that the latter would produce equally good results as private enterprise. American coal, which was not available last winter owing to the coal strike, was now entering the European markets in considerable quantities and was being sold in France for less than British coal. It was impossible to predict what the future export profits would be. Therefore there was all the more reason to put the coal used in Great Britain on a sound foundation.

The motion was defeated by 185 votes to 49.

ALIENS BILL.

SOME IMPORTANT PROVISIONS.

London, May 12.

The Aliens Naturalisation Bill, which is being introduced in the House of Lords by Lord Stanhope, has been published. Inter alia, the measure provides that no alien may be appointed to the Civil Service nor as Master, Chief Officer or Chief Engineer of a British merchant vessel registered in the United Kingdom, exceptions being made those who have performed faithful service in the war. Aliens are also debarred from holding pilotage certificates, exception being made in the case of French nationals using the ports of Newhaven and Grimsby. Special clauses have been inserted providing for equal powers of naturalisation for British possessions, subject to a proviso in the case of the Dominions that the measure be adopted by the Legislatures of the Dominions.

EX-GERMAN MERCHANTMEN.

AN INTERESTING STATEMENT.

London, May 12.

In the House of Commons, replying to Mr. Alfred Davies, Mr. Wilson said excluding the ships captured by joint British and Allied forces and the ships condemned as to part only of their interest, and numerous miscellaneous small craft, the total number of ex-enemy merchantmen over 500 tons so far condemned in British Prize Courts is 98. With the exception of ships retained by the Overseas Governments, these had been run on British Government account. The sale of fifteen of these vessels realised £1,500,000. The trading results were not available.

THE IRISH PROBLEM.

NEW MEASURES BEING TAKEN.

London, May 12.

In the House of Commons, replying to Mr. O'Neill, Mr. Bonar Law stated that General Macready had already taken most important steps to ensure greater co-operation between the police and military in Ireland, and yesterday he made many other suggestions to the Cabinet, all of which will be carried out. General Macready believed the changes would have a speedy effect. Mr. Bonar Law emphasised that the Government would take any action which it believed would tend to restore decent conditions in Ireland.

BRITAIN'S HEAVY TAXES.

A LESSON TO THE WORLD.

London, May 12.

The House of Commons passed the second reading of the Finance Bill without a division. Mr. Baldwin, Secretary to the Treasury, winding up the debate, disagreed with those who thought that the Chancellor was trying to do too much and that we were robbing ourselves now for the benefit of posterity. The knowledge that the British were willingly taxing themselves so heavily this year would have the greatest effect in making the world realise that we were going to set our house in order.

UKRAINIANS OCCUPY ODESSA.

London, May 12.

It is officially announced that the Ukrainians have occupied Odessa.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SINGAPORE HONOURS.

Singapore, May 13.

Governor and Lady Guillemard held their first "At Home" at Government House last evening. The Governor decorated the Colonial Treasurer, Mr. Pountney, with the C.B.E., and also presented the O.B.E. to Mr. W. Bartley. There was a large attendance including the Sultan of Perak.

TROUBLE ON A TRANSPORT.

MARINE COURT CASE.

Eleven of the crew of H. M. transport Huntland were charged this morning in the Marine Court before Captain Basil Taylor, R. N. Marine Magistrate, for damaging the baggage room of the vessel in Singapore harbour and by reason of drunkenness omitting to do a lawful act required to be done by them on the 6th instant contrary to Section 220, Sub Sections A and B, of the Merchant Shipping Act of 1894.

Mr. F. B. L. Bowley, appeared for Captain Stuart, of the Huntland, who is the complainant in the case.

At the last hearing of the case, yesterday afternoon, the men expressed a desire to obtain the services of a solicitor and the case was adjourned in order to give them the opportunity of doing so.

No solicitor appeared this morning for the defendants and the case was adjourned for an hour to enable them to get one.

Inspector Gordon explained that the defendants had been locked up all night. If their friends had taken any interest in them they would have had a solicitor there this morning.

Eventually Mr. Rowan was engaged.

Mr. Bowley asked leave to add another charge, that of being absent without leave on May 6.

Captain Stuart said that he reached Singapore on May 6th at noon. He had difficulty in keeping steam, half an hour after leaving harbour. This was at 12.30. There was a strong tide running and there might have been serious damage. The Chief Engineer came to the bridge and said he thought it would be impossible to keep steam as the men were in a hopeless state. The complainant was navigating narrow waters and there was considerable risk. All the time the ship was being swept off the course, which was very dangerous.

Cross-examined by Mr. Rowan, the complainant said that the chief engineer, when he came on board, did not mention any names. He said he doubted if steam could be kept up as the men were hopelessly intoxicated. Complainant knew that the thirteen defendants were drunk, as he sent for the list. He suspected the first defendant as being the ringleader, as the baggage lost was found in his drawer. He suspected the seventh defendant as he was an out-and-out bad man. He was very talkative that morning.

Mr. Rowan—Simply because he was talkative?

Complainant—No, simply because he was a rogue. I can give you many specific instances of what he did. He threatened to stab the ship's cook with a knife. The collars were found in the first defendant's drawer.

Continuing, complainant said Singapore harbour was a dangerous harbour, but near the approaches the vessel could go full speed. There was a difference between going out and coming in. Going out it was prudent to go fast.

Captain Taylor (to Mr. Rowan)—Allow me to point out that the faster the vessel goes the easier it is to steer. It is therefore prudent to go fast, when going out.

The fourth officer of the vessel, examined, said he was the officer told off to assist over the military baggage. The baggage room was on the upper deck. The only way was through the hatch and the main deck. The No. 3 hatch was battered down. On the morning of the 6th May he found several cases of wines and spirits had been ransacked, as well as some of the baggage of the officers. He reported this to the Chief Officer. The Chief Officer and himself went down to the hold. A sentry was posted on No. 3 upper deck and another one on the main deck. The opinion that he formed on

THE VOLUNTEERS.

LAST NIGHT'S VOTING.

Balloting for officers and N.C.O.'s of the following Companies took place at Volunteer Headquarters last night and resulted thus:

Scottish Company: Lt. G. H. Gordon, Sergt. T. W. Hill, Corporals M. Raiton, and J. McHutchison. Lance-Corporals A. G. Simpson, D. J. Purvis and W. J. Crawford.

Light Infantry and Infantry Companies: Company Commander G. E. Stewart, Lieut. F. C. Hall, Sergeants T. P. M. Bevan and W. H. Edmonds, Corporals Macdonald, C. A. Grimes and S. Lobel, Lance-Corporals P. S. Cassidy, G. H. Haskett and E. R. Dorey.

Mounted Infantry: Sergeant G. C. Moxon, Corporal H. B. L. Dowbiggin.

BOUND FOR TIENTSIN.

INDIAN BATTALION HERE.

H. M. transport Huntland, which is at present in port, is carrying the Second Battalion of the 25th Cook's Rifles, Frontier Force, to Tientsin. The Battalion has been stationed in Delhi, India, for two years, and was formed in Unbala, the Punjab Province, six months before its transfer to Delhi. The Battalion is expected to be in Tientsin for three years. It is commanded by Major de Crespigny, M.C. The other officers are Colonel Finnis, Captain Staitelman, Lieutenants Bateman, Jones, and Ellis.

The Battalion consists of one company of Sikhs, two companies of Pathans, and one of Dogras. It has seen no active service. Its strength is some 700 rank and file. It goes to Tientsin to relieve the 18th Infantry.

FATAL ACCIDENT.

The Sham Shui Po Police a few days ago were called on to investigate a fatal accident. A Chinese workman at the Sham Shui Po Quarry was the victim. He was suffocated by a fall of earth whilst he was at work in one of the tunnels. As he was the only man in the tunnel at the time, the accident occurred unnoticed until a few hours later, when he was missed. On going into the tunnel, the searchers were surprised to see a mound of earth right across the width of the excavation. On digging away the earth they came across the body of the unfortunate man. There were no marks of injury on his person, and it is surmised that whilst picking away at the side of the tunnel, the earth fell in an avalanche on top of him, and though not killed by its force, he met his death by suffocation. The remains were removed to the mortuary.

examination of the hold was that the lower twin hatch was prised open from below. After leaving Bombay the hatch was battered down. Everything was in order on the evening of the 5th. The chief officer, Mr. Basil Ray, said he made an inspection of the baggage room with the fourth officer on the morning of the 6th May after breakfast. Immediately below the hold he found a lot of straw, some empty wine bottles and empty wine cases. One case had the mark of the 55th Rifles. The officers' kit and other things were in the baggage room. He searched the greaser's drawers and found six collars belonging to Lieut. W. C. Ellis.

The case is proceeding.

POLICE PAY.

NEW RATES DON'T SATISFY.

The European Lance-Sergeants of the Hongkong Police Force (previously designated constables) are not satisfied with the new scale of pay, and we hear that a meeting of these men is called for to-morrow at noon, in the Police Library, to consider what shall be done.

These Lance-Sergeants have been enjoying an increase of twenty per cent. on their salaries pending the receipt of the report on the Civil Service Salary Commission's recommendations. Although the new scale of pay authorised by the Secretary of State for the Colonies confers an increase of about forty per cent. the Lance-Sergeants are not happy over it.

The principal grievance is that what has been given with one hand has been taken away with another, and on the whole there is extremely little benefit conferred. The elimination of allowance is a big factor. Lance-Sergeants when on extra duty previously got a dollar an hour during the day and more at night. The extra duty was at the theatres, guarding bullion for the Bank when such bullion was on transport, and other guard duty for corporations. Under the new scheme there is no extra pay for such duties. On an average the Lance-Sergeant used to make in these extra duties, on an average, £40 a month, while those in the Water Police earned much more than those on land.

Again it is argued that previously these men were drawing 80 per cent. of their pay at the rate of 1s. 9d. to the dollar, but now they will get paid at a flat rate of 2s. Under the new scheme Lance-Sergeants, as already announced, will get £150 per annum, and this, in view of the fact that there is going to be no extra money for extra work, is tantamount to practically no increase for the men.

The Captain Superintendent has given his permission for the holding of the meeting by the Lance-Sergeants, and the decision to be arrived at on Saturday will be duly communicated to him.

There are about seventy Lance-Sergeants in the Police Force, of whom about thirty are new recruits. The men have not quite made up their minds whether to accept the new terms, but it is forecasted that they will ask that they be given the allowances that they have previously enjoyed.

PAISLEY ELECTION EXPENSES.

Election expenses at Paisley have been returned as follows: Mr. Asquith (L.), £932 7s.; Mr. Biggar (Lab.), £859 4s.; Mr. Mackean (C.D.), £875 14s.

OLD EXCUSES.

BY OPIUM SMUGGLERS.

That well-known plea advanced by smugglers of arms and opium, "ignorance of the regulations, is apt to become monotonous by too frequent repetitions.

When a Chinese stood before Mr. R. O. Hutchison, at the Police Court this morning, on a charge of attempting to import 17 tubes of Java opium, and gave the favourite story, His Worship, with some irritation, exclaimed:—"Surely you ought to know the regulations."

Evidence having been given of the arrest, the prisoner was fined \$25.

Another Chinese who stuck to the story of "being given the opium to carry" was fined \$500, or three months, by the same Magistrate. The amount of drug found on his person at the time of his arrest, on the Canton wharf, was 10 taels, which was confiscated in consequence of an order from his Worship.

DAY BY DAY.

A Chinese workman was today given two weeks for the larceny of a piece of metal from the Taikoo Sugar Refinery.

At the instance of Captain Walker, of the steamer Kwang-tung, a Chinese employed on the vessel was charged at the Police Court this morning with the larceny of various edibles. That the prisoner had widely diversified tastes was proved by the fact that he committed indiscriminate assaults on all kinds of cargo on board, from eggs, mangoes, cucumber etc., to salt fish. It was thought that as he was in the service of the Indian watchman, the latter might have employed him as a cat-paw. A sentence of 14 days' hard labour was passed.

It was a "fishy" story that two men related to the Magistrate at the Police Court this morning when they offered evidence against a Chinese who was charged with being a rogue and vagabond. The first man, an Indian constable, stated that at 11.30 o'clock last night he heard a whistle being blown in the direction of the Hongkong and Shanghai Bank. He ran up and saw the prisoner in the hands of the watchman of the bank. The watchman, who was the other witness, in his turn, said that he caught the prisoner fumbling with the locks of the bank building. He did not summon aid by blowing his whistle. There was a contradiction shown between the stories of the two men which made his Worship inclined to the belief shared by the prisoner that it was a trumped-up case. The man was accordingly discharged.

BEGGAR NUISANCE.

A FATHER'S DODGE.

The reputation which the Colony has attained as a paradise for beggars has increased the duties of the Police, who, to check the ever-growing number of mendicants in the Colony, have deputised Sergeant McAlvey to look after this particular section of the colony's nuisances. In his capacity as the "Terror of all Beggars," the Sergeant has, figuratively speaking, won many scalps. Being on the war-path yesterday, he was the means of exposing another of the tricks which one cunning beggar has practised, much to his pecuniary benefit.

This man had a small boy, his son, who was taught to crawl on his hands and knees in the streets, this posture serving to display on his back a scroll on which the pathetic story of being an orphan without means of self-support was advertised. The hopeful father used to walk a few paces behind his child, and, needless to relate, catch the cents that were flung by compassionate passers-by.

Yesterday, being his unlucky day, he was seen by Sergt. McAlvey, who brought both father and son to the Police Station, where the relationship between the two was established. The man was a hefty-looking individual, who looked as if he could follow a better profession than begging.

It was stated at the Police Court this morning when the man was charged, that there were found in his pockets 70 cents which represented his child's earnings. He was fined £2, or five days' hard labour. The child was transferred to the care of the Po-Lung Kuk.

COMING TENNIS BOOM.

BIG DEMAND FOR REQUISITES.

There is no doubt that the dancing craze will be followed by a boom in lawn tennis, writes a *Daily Chronicle* representative. In suburban and the smaller provincial towns young folks are talking about lawn tennis and the lore of the game, and "tennis teas" for the discussion of plans for the coming season are the order of the day.

All the big sports stores are making special plans to cope with the demand for lawn tennis requisites.

The manager of Selfridges stated:—"People are clamouring for lawn tennis racquets, though good ones cost from 55s. to 60s. each. We were selling them as fast as we could at Christmas, and I have had to go out and scour London in a taxi for more. Everyone is going to play lawn tennis. I am myself, though I never did before—but the Army has increased the love of outdoor sports among men, and ladies are keen on the social possibilities of tennis."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3/4d.

THE WEATHER.

Forecast.—Rain. Barometer.—29.74. Temperature 2 p.m.—78. Humidity 2 p.m.—81.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

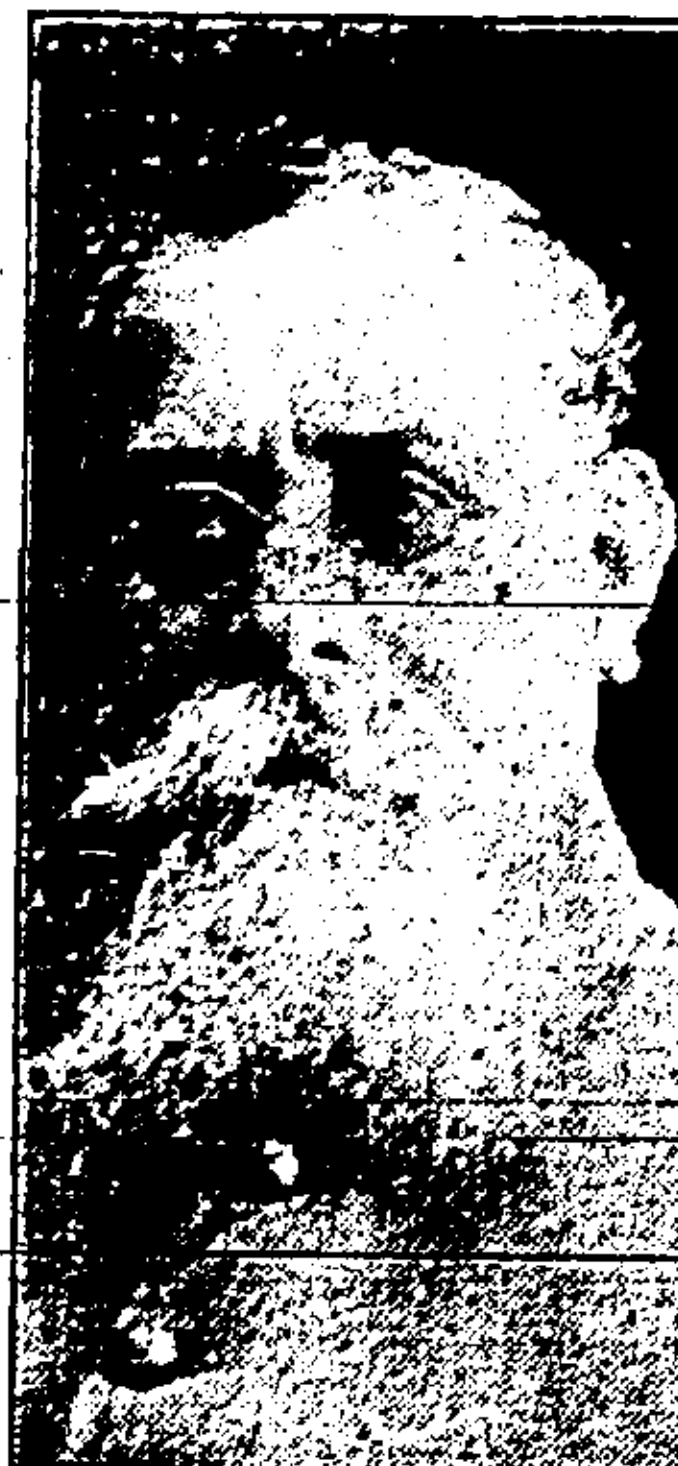
Gymkhana at Happy Valley—3.30 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, MAY 17.

Organ Recital at St. John's Cathedral.



THE MEXICAN REVOLUTION.

On the left is General Carranza, President of Mexico, whom the Revolutionaries are seeking to overthrow. General Obregon, the Revolutionary leader, is seen on the right.

NOTICES.



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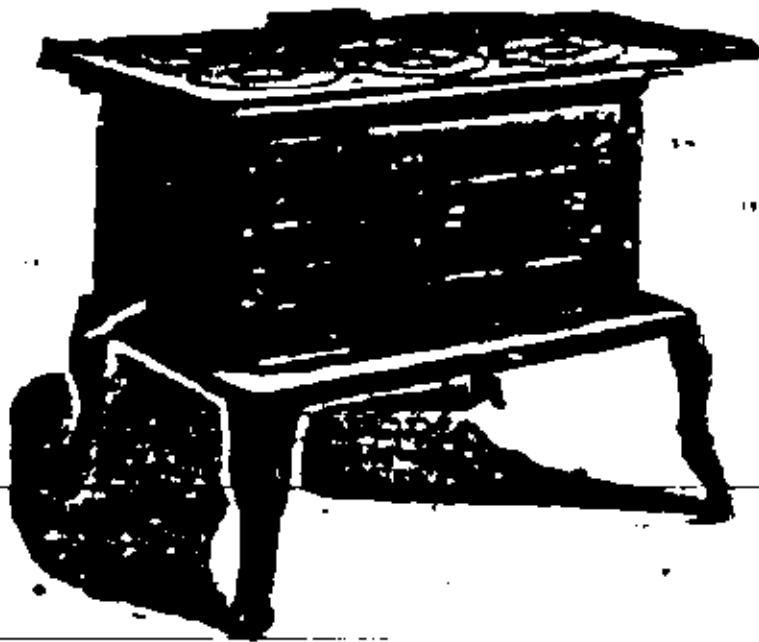
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ARMIES AND FLEETS.

CAN THE LEAGUE CUT THEM DOWN?

H. Wilson Harris writes in the
Daily News:-

The Great War was going to end war. Obviously, therefore, it was going to end the necessity for armaments—at any rate for excessive armaments. That is no mere contention of pacifists. It is the avowed and reiterated policy of the chosen representatives of the Allied nations. They have pledged themselves to get armaments reduced drastically, and as earnest of their good faith they have already put their practice in a spectacular form by stripping Germany and Austria of their armies and fleets.

That is an excellent beginning, but a beginning argues a continuation, and the presentation of Army Estimates of £123,000,000, with Air Estimates and Naval Estimates to follow, may serve to remind citizens of one country in particular that they are hearing much less of continuation than they would like. It is true that at the initial meeting of the Council of the League of Nations Lord Curzon laid emphasis on the necessity of tackling the question of armaments without further delay. It is true also that the matter may be raised at the next meeting of the Council in a concrete form. But this is essentially a case where the good intentions of the statesmen need the stimulus of a sound public opinion behind them, and at a moment when the public is beginning to interest itself in earnest in the question of the general execution of the provisions of the Peace Treaty it is well that it should inform itself fully on the undertakings embodied in the Treaty in the matter of the limitation of armaments.

GENERAL LIMITATION.

If the Allies at Paris were determined on anything they were determined on the disarmament of Germany. No one is likely to criticise that resolve so far as it went. Its execution constituted one of the soundest pieces of work projected at the Peace Conference. But the disarmament of Germany is a small thing in itself. Its importance lies in the possibilities it opens up of a general limitation of armaments throughout the world. To do the Council of Four justice, it recognised that, and the military, naval and aerial clauses in the Treaty of Versailles were accordingly prefaced with the declaration that the restrictions involved were being imposed on Germany in order to render possible the initiation of a general limitation of the armaments of all nations.

That particular point had been specifically taken up by Germany in the representations she made to the Allies before the Treaty was signed, her delegates freely agreeing to the proposed restriction of the German Army, Navy, and Air Forces. "provided this is the beginning of a general reduction of armaments and abandonment of compulsory military service." In their reply to these representations the Allies repeated and elaborated their previous assurances, declaring that the measures on which they were insisting "are the first steps towards that general reduction and limitation of armaments which they seek to bring about as one of the most fruitful preventives of war, and which it will be one of the first duties of the League of Nations to promote."

AN URGENT DUTY.

That is about as definite as any pledge could be, and to give it further point the League of Nations Covenant, embodied in the Versailles Treaty, and an integral part of it, first of all provided that membership in the League should be open (subject to other conditions) to any self-governing State prepared to accept "such regulations as may be prescribed by the League in regard to its military, naval, and air forces and armaments," and in the second place.

(a) declared that "the members of the League recognise that the maintenance of peace requires the reduction of national armaments to the lowest point consistent with safety and the enforcement by common action of international obligation";

(b) laid it down that "the Council, taking account of the geographical situation and circumstances of each State, shall formulate plans for such reduction for the consideration

U. S. PRESIDENCY.

GENERAL WOOD'S CAMPAIGN METHODS.

Washington, March 19.—Reiterating his charges of excessive expenditures in the interest of Major Gen. Leonard Wood's candidacy for the Republican Presidential nomination, Senator Borah, Republican, Idaho, telegraphed to Gen. Wood to-day declaring that unless the practices of the Wood campaign were corrected they would "bring disgrace upon your name, upon your party and upon your country."

Information from various States, the message added, had convinced Senator Borah that his previous statements about the Wood—campaign—expenditures were "modest." The text of the message follows:

"Press dispatches state you claim the attack upon you was to sway the voters of Michigan. You are in part correct."

"It was intended to sway the voters not only in Michigan, but the United States. I know of no other tribunal to which to appeal to correct these practices. But it can only be effective provided the facts I stated are correct. It is within your power to give to the people of Michigan and other States a list of your subscribers, the amount you are expending, the amount which you did expend in South Dakota, the amount which you propose to expend, for instance, in Ohio and Illinois."

"If you will make a statement of these facts over your signature I will correct any erroneous statements which I have heretofore made. The material which is coming from South Dakota, Illinois and Ohio convinces me that I was modest in my statements."

"Gen. Wood, if you are not familiar with what is going on in your behalf, for the Presidency, I take leave to assert that unless you familiarize yourself and correct it you will bring disgrace upon your name, upon your party and upon your country."

"It is up to you as a soldier and as a man to come out boldly and meet these facts and either show the public that they are unfounded or else repudiate the men who have manifested their determination to control the National Convention through the use of money."

Senator Borah sent the telegram just before departing for Michigan to speak in the interests of the candidacy of Senator Johnson, of California.

and action of the several Governments."

(c) stipulated that "after these plans shall have been adopted by the several Governments the limits of armaments therein fixed shall not be exceeded without the concurrence of the Council."

In such language what is in some respects the most urgent duty of the League of Nations stands defined. The attitude of the League towards the task has a twofold importance. Primarily, and most obviously, there is opened up the possibility of attaining an end hitherto dismissed as hopelessly visionary, the reduction of armaments by international agreement. Invaluable as that would be, the effect on the League itself of success in carrying through an achievement so notable would be hardly less beneficial.

THE LEAGUE ON TRIAL.

The League at the present moment is on trial at the bar of public opinion. Virtually everyone wishes it well. But belief in its principles is one thing, and belief in its capacity to translate those principles into actuality another. What the central, and determining, mass of the public of all countries is waiting for is to see the League prove itself in action. It will get support if it works. But will it work?

The armament question is a test case. The world is being ruined by the cost of armaments. America is refusing money to Europe because Europe is squandering its substance on battleships and Lewis guns and tanks. The League has been charged by the Council of the Allies with finding a way of release, and finding it as "one of its first duties." If it shows itself ready to grapple with that duty forthwith and discharge it, its prestige and authority in world affairs will be established. If it falters or fails it will stand naked to the attacks of its critics.

THE NAVY.

IMPROVED LOWER-DECK ACCOMMODATION.

At a cost of over £11,000, the Admiralty have approved of certain alterations being carried out in the light cruisers of the "C" and "D" classes to improve the accommodation of the lower deck ratings. The changes agreed upon have probably been suggested in evidence before, or recommendations of, the Welfare Committee set up early last year, which Mr. Long said on March 17 had just concluded its first sittings, and had rendered a series of very long reports dealing with an immense number of subjects. No Board of Admiralty, said the First Lord, will ever fail to take recommendations the most sympathetic and most careful consideration.

In 10 of the "C" cruisers, those of the Centaur, and Caledon groups, it is approved to install a mess for all artisans in the after lower mess deck on the starboard side. The present chief petty officers, and petty officers' bathroom is to be enlarged by bringing it farther out amidships. Hooks for hanging up coats are to be fitted in enclosed messes and bathrooms, and similar hooks are to be supplied in the "D" light cruisers. The estimated cost of carrying out the alterations in the "C" class is £435 per vessel.

An artisans' mess is also to be fitted in all the ships of the "D" class, and the chief stokers' and petty officers' bathroom will be enlarged by an extension aft to include the present diving room. Part of the coal and wood store will then be appropriated as a diving room. To provide space for the petty officers' reading room, the spare torpedo is to be landed, and a parting room is to be used during non-working hours. The after control position is to be utilized for the chief petty officers' reading room. The estimated cost in the "D" class is £860 per vessel.

WAR TROPHIES AT CRYSTAL PALACE.

100,000 RELICS IN GIANT MUSEUM.

The Imperial War Museum, which the King will open on June 9, will occupy the Crystal Palace for four years, pending the provision of a permanent home.

Exhibits will total upwards of 100,000, and the first consignments are now being moved in, writes a *Daily Chronicle* representative. The whole collection will illustrate every phase of the nation's war life, at home and on the fighting fronts.

For three years, after the War Cabinet had approved the formation of the museum, a committee has been collecting material of every description. This, incidentally, is in striking contrast to the casualness of previous generations which have left in London's keeping only a pair of kettle-drums as the sole souvenirs of Marlborough's campaigns, and five field guns and 200 cuirasses as the mementoes of Wellington's battles.

At the Palace there will be everything from a tank to a flag-day trifle, from an 18-inch Naval gun to a toy mascot. There will be sections relating to the doings of Navy, Army, Air Force and work of women. In the wide array will be—

British guns with memorable records,
Tanks and munitions,
Army trophies,
Trench warfare models,
Naval and military guns,
Relics from famed ships,
Submarine equipment,
Models of many sorts,
Epoch-making documents,
Maps and charts,
2,000 or 3,000 art exhibits,

including pictures,
50,000 photographs,
21,000 war-time posters of various nations

Representative contributions from overseas forces,
Captured trophies.

"The museum scheme is to record for historical purposes the effort of every department of the nation during the war," the *Daily Chronicle* was informed, "otherwise much material, which by and by would have a special value, would be in danger of being lost or destroyed."

Among the things that have passed into the possession of the Museum Committee are innumerable Army reports, orders, and memoranda; and, although all will not be suitable for exhibition purposes, they will be greatly prized by the historian.

NOTICES.

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FRENCH LESSONS.

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LA FAVORITE

LATEST PARISIEN CREATIONS

EVENING DRESSES, AFTERNOON
GOWNS, SMART COSTUMES &
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IN ALL MATTERS CONNECTED WITH HOUSE & OFFICE FURNISHING,

"HOP CHEONG" Service symbolizes with Sterling
Quality, ultimate Economy and Guaranteed Satisfaction.
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Telephone No. 554. **HOP CHEONG** 55, Queen's Road Central.
Manufacturers & Exporters of High Grade Furniture.

ENGLISH BATHING CAPS.

A NEW STOCK OF THE ABOVE IN
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THE NEW NOVEL.

CHANGE IN FICTION
FORESHADOWED.

Sir Philip Gibbs writes in the *Daily Chronicle*—
In a recent article on the subject of "Dear Books," and the handicap against unknown writers, I made a suggestion that fiction would probably undergo a change of form, and that the plot novel would be replaced by new methods of technique, in which the excitement of the narrative would depend more upon the revelation of mind and the philosophy of life.

For this I have been criticised, and in one letter the accusation is made against me that I disparage the works of the great masters of English fiction.

"Are we really going to be so foolish," asks the writer, "as to give up our Dickens, Scott, Hardy, and Stevenson, and replace them by the exponents of what may be called the neurotic school?"

I hope we are not going to be so foolish, nor is there any likelihood of that folly. So far from suggesting it, I believe that our best knowledge of human nature, and much of the richness of our national genius, are still to be found in the works of these immortals to whom I would add the names of Fielding and Smollett, Jane Austen, Thackeray, and Meredith. Who has not read their novels, or who tires of reading them, is ignorant of the spirit and truth of English literature and life.

NEW TIMES, NEW METHODS.

But that is no reason at all why there should be no change in the form of fiction. Shakespeare was supreme as a dramatist, and it is unlikely that that world will ever produce another so wonderful in wisdom or in art, but since his time, and today, drama has departed from the form in which he shaped the structure of his plays, and is constantly changing its conventions and technique, so that a Shaw or a Barrie may express new aspects of truth in new ways.

My feeling about fiction is not that the great masters were mistaken in their methods; they were great, and therefore right for their time; but that by the ordinary process of evolution we may expect a new school of writers who will work out a different form of narrative.

I am convinced that after the violent history of the past six years or so the conventional novel depending upon an artificially constructed plot which works out to a pre-ordained conclusion in which all the threads are nicely tied up, will no longer delight or satisfy the great reading public which demands a surer touch of the realities of life, and having tested many old fallacies by the acid bitterness of their own souls. They will ask for a bigger vision of life than was given to them by novelists who put a pretty "love interest" into a romantic setting, and after a series of improbable adventures in which their characters behaved with incredible dexterity, made all things right by a happy marriage.

FOUNDERS OF A NEW TECHNIQUE.
Of course we have better novelists than that a brilliant crowd, indeed, which has already broken with those conventions, and my criticism is restricted to the larger number of second-rate people who still keep up the old tradition of "loppy fiction," not realising that it is doomed, because most of their readers are now educated beyond it.

H. G. Wells has been an iconoclast of those pretty putty-faced insincerities, and has used fiction in a fine easy way to embrace real problems of modern thought, developing a new technique with singular power and skill, as all must admit, though they may disagree with his philosophy.

Compton Mackenzie was, in my opinion, the pioneer of a new technique in English fiction when he wrote "Sinister Street," and its succeeding volumes. Joseph Conrad stands alone in his own line as a master of psychological narrative in which the things that happen are transmitted to the knowledge of the reader

THE 1920 "NUT."

"WAIST LINE" AND AN
"EASY CHEST."

What will the 1920 Nut be like? To get a glimpse of the New Year's bean ideal young man a *Daily Chronicle* representative approached several well-known authorities upon the subject of men's dress, including the principals of Messrs Pope and Bradley, who claim to dress young men specially, and learned this—

He (or "It") will be found strolling along Piccadilly during May in a checked or light grey lounge suit, buttoned in front with one or three buttons. "Two buttons only" will be severely taboo.

The Nut will have a distinct "waist line" and what they call in high tailoring circles "an easy chest." This last point is undoubtedly due to his Army career, which the Scissors High Priest has had to reckon with.

His coat will be easy-fitting and well defined in contour. Its lapels will be soft rolled, and not pressed. Splits at the back will not be seen, for they are out of date. There will be a breast pocket, with a gay little silk *monarch* fluttering therefrom.

But perhaps the most noticeable feature of all will be his other pockets. These will be straight out and flapless. Nothing much can be kept in the modern pocket without spoiling the shape of the clothes—in fact, the really well-dressed man should carry his money, keys, and odds and ends either in a trouser pocket or a light coat pocket.

Added to these other features, the spring debonair will have bright velvet headgear, mostly plain socks and shirts, and the trouser crease will be in its accustomed central position.

The only double linen collar which will be worn by the fashionable young man will be one with very squared corners; otherwise the single collar, winged or tabbed.

"We rarely have requests for other little oddities of a by-gone generation such as the fob pocket, and the lapped waistcoat nowadays," said the dress specialist. "There is a sort of eysgoing individuality expressed in the clothes of the year."

through different temperaments, affected by these actions and reactions.

Our school of fiction has not been without life or progress of late years, though it has had to struggle against the invincible dislike of the English public, before the war, to any aspect of truth (I do not mean pastimes) which would disturb its sense of complacency, or its romantic attachment to sugar and cream. Now, after these years of strife and agony and disillusionment, people are facing truth fully, asking big questions, staring into the face of the future, with wondering eyes, and looking at life without rose-coloured spectacles. That state of mind is bound to produce a change in our national literature, and I fancy, it will be seen in the novel first of all.

VITAL AND VIRILE.
Nor need it be neurotic in tendency. On the contrary, I think it will be vital and virile. The new novelist is likely to paint his pictures of life on a broader canvas than before, having travelled far afield in his adventures of war. He may deal with big crowds and big movements of men, instead of limiting his art to a suburban environment.

It is possible that he will strike deeper to the foundations of the faith and philosophy of humble souls, and become more interested in the life of those who make up the great mass of humanity than in little intellectual cliques, and little neurotic societies.

I do not pretend to prophesy the exact form in which this fiction will be written—we await the newcomers—but it is hardly doubtful that a new school of novelists will be created out of all the emotion and experience of recent history, and that its methods will not be on traditional lines. But Dickens, Thackeray, Scott and Meredith with not be displaced from our shelves or from our hearts.

PUBLIC AUCTION.

By order of the Mortgagees Messrs. Lammert Brothers have received instructions to sell by

PUBLIC AUCTION.

on Friday the 25th day of May, 1920 at 3 p.m.

at their Sales Rooms Duddell Street, Victoria, Hongkong.

The following valuable leasehold property situate at Victoria in the Colony of Hongkong viz:—
All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 346 together with the messuage erected thereon known as No. 15 Mosque Street, Victoria aforesaid. Term 999 years created by a Crown Lease thereof dated 11th April 1853. Annual Crown Rent \$124. Area 1,440 square feet.

For further particulars and conditions of sale apply to
JOHNSON, STOKES & MASTER
Princes Buildings, Ice House Street, Hongkong
Solicitors for the Mortgagees, or to
Messrs. LAMMERT BROS.
The Auctioneers.
Hongkong, 14th May, 1920

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 10th May 1920 commencing at 11 a.m.

at their Sales Rooms, 6 Duddell Street.

100 cases Salamander U.V.P. Brandy
10 " " Three Star Brandy
20 " MacLaren's Dry Gin
20 " " Old Tom
10 " Merveille's Peppermint
24 " Sherry
7 " Jamaica Rum
5 " Burgundy
3 " Creme de Menthe
2 " Angostura Bitters
2 " Champagne
12 " Biscuits

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. Thoresen & Co. to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m.

at their Sales Rooms, Duddell Street.

The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg.
921 tons net Reg.
1900 tons deadweight capacity on 17 feet mean draft
Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid. For full particulars apply to

LAMMERT BROS.
Auctioneers.

or
Messrs. THORESEN & CO.
Hongkong.

NOTICE.

THE CANTON INSURANCE
OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

The thirty-ninth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Tuesday the 25th May 1920, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 11th May to the 25th May, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Agents.

Hongkong, 3rd May, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 21st May, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

(For account of the concerned)

1717 bags ANTIMONY ORE

(Stored at Kowloon Godown)

1730 bags ANTIMONY ORE

(Stored at West Point Godown)

(Total weight 3712 piculs)

Inspection orders can be had from undersigned

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 10th May, 1920, commencing at 11 a.m.

at their Sales Rooms, 6 Duddell Street

5 cases Soft Soap

6 bags Soda Ash

1 Bacon Slicer

2 cases Imitation Vermilion

9 barrels Ship Varnish

8 drums Bright Red Anti-fouling Composition Paint

4 cases Pickles

4 cases Jelly

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

By order of the Mortgagees Mr. Geo. P. Lammert has received instructions to sell by

PUBLIC AUCTION

on FRIDAY

The 21st day of May, 1920, at 3 p.m.

at his Sales Room, Duddell Street, Victoria, Hongkong.

The following valuable Leasehold property situate at Victoria in the Colony of Hongkong, viz:—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUBSECTION 1 of SECTION C OF INLAND LOT No. 1417 Together with the messuage erected thereon known as No. 20 Aberdeen Street Victoria aforesaid. Term 999 years created by a Crown Lease dated the 16th day of June 1895. Proportion of Annual Crown Rent \$6.50. Area about 952 Square feet.

For further particulars and conditions of sale apply to

JOHNSON STOKES & MASTER
Princes Building, Ice House Street, Hongkong

Solicitors for the Mortgagees, or to

Mr. GEO. P. LAMMERT,
The Auctioneer.

Hongkong, 7th May, 1920.

NOTICE.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Subject to weather conditions the following dates have been fixed:

Final Open Championship Singles, Tuesday, 18th May.

Final Open Championship Doubles, Thursday, 20th May.

Challenge Round Open Championship Singles, Tuesday, 25th May.

RESERVED SEATS may now be booked by Members and Subscribers in the Pavilion, except between the hours of 4.15 and 6.30 p.m.

The lists will remain open at the Pavilion until Friday evening, 14th May, after that date they will be transferred to Messrs. Moutrie & Co. PRICE 5s. each.

NOTICE.

HONGKONG GYMKHANA CLUB.

The 3rd GYMKHANA MEETING of the season will be held at HAPPY VALLEY on SATURDAY, the 15th inst. commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 7th May, 1920.

NOTICE.

REPULSE BAY HOTEL.

THE MISSES DEVINE AND TERREY

SOCIETY ENTERTAINERS,

will introduce

HARMONY AND SONG

at the usual

TEA DANCING AND DINNER

DANCE

to be held

on

SATURDAY, MAY 15th.

SUNDAY, MAY 16th.

Orchestral Concerts during

Evening and Afternoon.

NOTICE.

It is hereby notified that on the 21st May, at the Treasury of Macao, at 3 p.m. tenders are invited by verbal competition for the Monopoly of Opium for the period of three years, commencing from 1st August 1920 to 31st July 1923.

All the terms and conditions for the tender can be obtained on application at the Portuguese Consulate in Hongkong, or at the Treasurer's Department in Macao.

PLINIO TINOCO,
Treasurer.

Office of Macao, 22nd April, 1920.

ST. JOHN'S CATHEDRAL

MONDAY

NEXT

ORGAN RECITAL

AT

6 P.M.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents If not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

WANTED.

WANTED.—A small house, or three or four rooms. Apply to Mr. H. Ohta, P.O. Box 540.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY, 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, 4th May, 1920.

NOTICE.

A COMPLETE ERATED WATER PLANT FOR SALE.

The plant is made by Messrs. B. & B. of London, and is guaranteed to produce 2,000 gallons of water per day. The complete plant will cost £2,000. Auctioneers per day.

KWONG SANG HONG LTD.
P.O. Box 22
Hongkong

NOTICE.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Notice is hereby given that the Thirty-First Ordinary General Meeting will be held at the Company's Offices, St. George's Buildings, on Saturday, 22nd May 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February 1920, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 16th to the 22nd May 1920, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 4th May, 1920.

NOTICE.

HONGKONG VOLUNTEER DEFENCE CORPS.

Members are reminded that the Nomination for Officers and N.C.O.s, having now been received, Balloting for the various Companies will take place at Headquarters on the following dates and times. Ballot papers will be issued at Headquarters.

Reserve Company 6.15 p.m. Friday, 14th May.

G. F. E. RAPSON,
B.T., Major,
Adjutant.

Hongkong Volunteer Defence Corps,
Hongkong, 3rd May, 1920.

NOTICE.

MACKINNON, MACKENZIE & COMPANY.

Agents,
P. & O. S. N. COY.,
Hongkong, 10th May, 1920.

22, Des Voeux Road.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, 4th May, 1920.

NOTICE.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY 21st MAY 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919 and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, 4th May, 1920.

NOTICE.

P. & O. BANKING CORPORATION.

Capital £5,000,000 in £10 Shares.

Present Issue 250,000 Shares at £10.2.6.

Lists close in London on or before 12th May, 1920.

Lists now open. Payments £1.0.0 on application, £5.0.0 on allotment, £1.2.6 on 1st July 1920.

Failing Nominees in London applications will be received by the undersigned who expect telegraphic information when Lists closed.

Full allotment cannot be guaranteed.

Payment by telegraphic transfer against receipts here, certificates issued London.

MACKINNON, MACKENZIE & COMPANY,
Agents,
P. & O. S. N. COY.,
Hongkong, 10th May, 1920.

22, Des Voeux Road.

(AR) WARE AND LOCKS



LOCKS AND HARDWARE

WANTED—A BARONETCY.

CONDITION TO INHERIT £250,000.

The Master of the Rolls and Lord Justice Warrington and Younger, in the Appeal Court recently, decided that the bequest of £250,000 by the late Mr. C. W. Wallace, a member of a firm of India merchants, to his son on condition that the son should become a member of the baronetcy, or superior privileged order, was good in law.

The matter arose upon an appeal by Captain Charles William Wallace, D.S.O., the surviving son of the testator, and the testator's three daughters from a judgment of Mr. Justice Eve holding that the bequest was good in law. The appellants contended that the bequest was bad as offending against public policy, and the argument on their behalf turned mainly on the alleged sale of honours. The appeal was dismissed.

ETHICS OF TITLE-HUNTING.

It appeared that the testator, who died in August, 1916, leaving about a quarter of a million, by his will directed that this amount should, subject to certain life interests, be held upon trust for his son, Captain Wallace, conditional upon his acquiring the title of baronet, or other title superior thereto. Captain Wallace had not hitherto acquired a baronetcy or other superior title.

The trustees of the will took out a summons to have it determined whether the gift to Captain Wallace was void as offending against public policy. Mr. Justice Eve held that it was not, because baronetcies and other high honours were in the majority of cases conferred as rewards for meritorious service. Against this Captain Wallace appealed.

The Master of the Rolls, in giving judgment, said he did not think it the advisers of the Crown would be embarrassed in the conferment of honours by the fact that by recommending Captain Wallace to a baronetcy they would secure to him a large sum of money, or by the fact that if they refused to recommend him for such honour they would secure a large sum to the Treasury. Indeed, not much stress was laid on that point in argument.

The main burden of the arguments was that baronetcies were sometimes conferred for services other than political, and that in politics the result of this bequest might be that the legatee might be induced to render services to a political party irrespective of his conscientious convictions, or to use sordid and dishonourable means to obtain a title.

It was indisputable that such a thing might happen, and such conduct would be generally reprobated. But the mere possibility of such a thing happening was not sufficient to make the bequest bad or offending against public policy, and this was not like the Earl of Bridgewater's case, where the bequest was made conditional upon the legatee obtaining a peerage, which would involve legislative rights. Under these circumstances the bequest was held to be good in law.

"BARREN TITLE."

Lord Justice Warrington said the question was whether it was made out that the bequest had a tendency injurious to the public interest. A baronetcy was a barren title involving no duties to the State or the public except those which were cast on every good citizen. In this respect it differed from a peerage. The public neither gained nor lost by a baronetcy being conferred. If the holder of the

U. S. SUBMARINES.

WAR FORCE SAID TO BE INADEQUATE.

Washington, March 29.—The navy's submarine force was entirely inadequate to meet the demands of war against Germany, Rear Admiral A. W. Grant, formerly in command of the Atlantic fleet submarine force, testified to-day before the Senate committee investigating the navy's conduct of the war.

The submarines, he said, were too small, of widely different types, of small radius of action, inadequately armed and poorly designed as to engine.

"It took nearly two years of propaganda to get the Navy Department to realize the importance of building submarines capable of combating the 800-ton German U-boats," the witness said.

Admiral Grant said that soon after the United States entered the war he was instructed to prepare and send fifteen submarines abroad. He told the department, he said, that if such an expedition arrived at the Azores islands safely the vessels would have to be laid up for repairs practically all of the time, as they had been since they were commissioned.

Four submarines of the "K" type finally started overseas, the Admiral said, although one had to be towed because neither engine would run. He read the log of the trip to show the continued engine troubles and minor casualties that characterized the voyage.

When the submarines reached the Azores the K-1 was entirely disabled, the officer said, the K-2 was available for limited service, the K-3 slightly better off, and the K-4 entirely ready for duty. He added that pre-war plans for use of submarines contemplated their operation from bases on the American coast.

Most of the opposition to his plan for larger submarines before the war came from the Navy General Board, the officer said.

baronetcy had proved himself a good citizen he would not become better by becoming a baronet, if he were a bad citizen a baronetcy would not make him a worse.

From one point of view, indeed, the bequest had a tendency to the public good because it tended to induce the legatee to do public service in order to qualify for a title. If the state of public morality were such that the donee might be tempted to obtain a title by direct bribery of those who advised the Crown, the position might be different. Happily such an attempt might be regarded as out of the question.

Lord Justice Younger said the law permitted the utmost eccentricity to testators in the disposition of their property. That being conceded it was not immediately obvious how the public good was likely to be menaced by this bequest. Distinctions usually conferred for public service might sometimes be obtainable by means less commendable, not to say less reputable. At the same time the desire of recognition of public service was neither mean nor unworthy.

And here the fact that the capital was eventually to go to the State if a baronetcy were not obtained would operate as a warning to the legatee, if warning were necessary, that pecuniary blandishments offered for the purpose of securing a title were, as the French would say, hors concours.

At the root of the argument for the appellants lay always the question of whether the maintenance of party government was

THE MAN WHO IS AFRAID.

THE SUB-CONSCIOUS MIND.

A medical specialist writes in the Daily News.

The obsession described by the writer of a recent article in the Daily News—"The Fear of Open Spaces"—is not at all uncommon, and is perfectly well known to medical science under the name of agoraphobia—"fear of space." I am acquainted with a number of people with exactly the same obsession, who will every day of their lives skirt round two sides of a London square rather than cross it diagonally. They find comfort in the shelter of the houses, and terror on leaving the friendly shadows for more than a few yards.

But there are a far larger number of people who have the opposite kind of fear: the fear of closed spaces—"claustrophobia." They cannot remain in a room, even in their own homes, with the door shut; and their bedroom door cannot be closed if they are to sleep. Nothing will induce them to enter the Tube; and even the Underground has its terrors.

The fear is a vague one, they say, and rests, as far as they know, on no experience of danger or terror in the past in some similar situation. To anyone who has studied the psychology of the human mind, however, it is quite clear that it is traceable to some experience, almost certainly connected with fear, in childhood, which may even be quite forgotten consciously, and yet in the sub-conscious mind has remained as a disturbing factor.

Let me give an example from my own practice. A patient had the same fear as your contributor, and in addition a very real fear of a hot day. Physically he was not affected by heat; but mentally he was in a panic.

It was discovered that as a young child he had been compelled to sleep alone in the dark for months at a time in a lonely attic, where he lay awake almost always until dawn, so paralysed with fear that the normal function of sleep could not overcome his conscious dread of the dark. Years have passed, and, as a man, he has naturally risen above any fear of darkness. But, by a curious process of reversal, which is quite well known and understood in psychology, the latent fear has attached itself to the opposite of darkness—the light which came at dawn to end his agony, and give him sleep.

The cure is based partly on the fact that exposure of the cause, with its associations and complications, and a full and frank discussion of all the ramifications of thought linking it up to adult life, will, so to speak, drain away all the pent-up abnormal energy connected with it, and in so doing bring relief. Partly, too, the cure is brought about by supplying to the mind positive ideas of mental dominion, on the theory that an individual has the right to decide what shall not come into thought. There is no need for the "Man Who Walks Alone" to be discouraged because he has not yet overcome his dread. I have seen many such boogies disappear from the minds of men and women, and in so doing bring again the freedom desired and yet despaired of.

or was not for the public good. It was entirely beyond the functions of the Court to have an opinion on it. Nor could it condescend to express an opinion, if it had one, without abandoning that impartiality which public policy in the highest sense required it to maintain.

The appeal was accordingly dismissed.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship S. S. "LAKE GILPEN."

From CALCUTTA via RANGOON, PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby notified that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 17th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.,

As Operators,

U. S. SHIPPING BOARD

Hongkong, 10th May, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
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Triam	132.11 Below overflow	132.11 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
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Triam	132.11 Below overflow	132.11 Below overflow

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1919	1920
Consumption	132.11 Below overflow	132.11 Below overflow
Estimated supply	132.11 Below overflow	132.11 Below overflow
Consumption per head per day	132.11 Below overflow	132.11 Below overflow
Constant supply to all districts during April of both 1919 and 1920.	132.11 Below overflow	132.11 Below overflow

KOWLOON WATERWORKS LEVEL.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
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Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow

Consumption of water in Kowloon in millions and decimals of gallons during the month of April.

	1919	1920
Consumption	132.11 Below overflow	132.11 Below overflow
Estimated supply	132.11 Below overflow	132.11 Below overflow
Consumption per head per day	132.11 Below overflow	132.11 Below overflow
Constant supply to all districts during April of both 1919 and 1920.	132.11 Below overflow	132.11 Below overflow

W. CHATHAM.

Water Authority.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship S. S. "VENEZUELA."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby notified that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 17th, will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO., LTD.

As Operators,

U. S. SHIPPING BOARD

Hongkong, 10th May, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

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Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

	1919	1920
Consumption	132.11 Below overflow	132.11 Below overflow
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Consumption per head per day	132.11 Below overflow	132.11 Below overflow
Constant supply to all districts during April of both 1919 and 1920.	132.11 Below overflow	132.11 Below overflow

KOWLOON WATERWORKS LEVEL.

	1919	1920
Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
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Triam	132.11 Below overflow	132.11 Below overflow
Triam	132.11 Below overflow	132.11 Below overflow

Consumption of water in Kowloon in millions and decimals of gallons during the month of April.

	1919	1920
Consumption	132.11 Below overflow	132.11 Below overflow
Estimated supply	132.11 Below overflow	132.11 Below overflow
Consumption per head per day	132.11 Below overflow	132.11 Below overflow
Constant supply to all districts during April of both 1919 and 1920.	132.11 Below overflow	132.11 Below overflow

W. CHATHAM.

Water Authority.

Montgomery Ward & Co.

ACCOMMODATION OF TRAVELLERS AND VISITORS

OFFICE, SALES AND SAMPLE ROOMS

National Y.M.C.A. Bldg., Macao Road, Shanghai

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York Building.

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(Royal Packet Navigation Co. of Batavia)

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"VAN WAERWYCK"

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Singapore, Penang and Belawan Dell.

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Telephone No. 1574.

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HONGKONG-CANTON LINE.

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From Canton daily at 8 a.m. and 5 p.m. Sundays 5 p.m. only.

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Police Permits to leave the Colony are not required.
Further information may be obtained at the Coy's Office, Hotel Mansions,
or from Messrs. Tnos, Cook & Son, Booking Agents, Hongkong.

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"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

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WINE AND SPIRIT MERCHANTS.
TELEPHONE 515.

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Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 14, 1920.

THE TURKISH TREATY.

Slowly but surely the Allies are putting into the category of things settled the many problems that came as a concomitant of their victory in the Great War. The task of framing Treaties with all the late belligerents must have been an arduous one—the result of which it is easy to criticise with very little recognition of the many difficulties that had to be encountered and overcome. There has been little sparing of adverse comment in the case of the Austrian and Hungarian treaties, the Bulgarian treaty, and the settlement of the Jugo-Slavia question. One can very easily anticipate unfavourable comment on the Turkish Treaty, the main terms of which were made public in Hongkong yesterday by Reuters cable. We do not question seriously whether the ideal conception of how all these matters should be settled varies very much in any disinterested country, but in the absence of an attainment of the ideal owing to conflicting interests and racial prejudices there has to be an attempt to meet the wishes of all—an attempt that results in a very great deal of grumbling. It is an instance of the old ruling that by trying to please everybody you please nobody. And so if the Allies are looking of any praise for the new Treaty with Turkey they will be disappointed. But the framing and presentation of it does register another step in the long road towards complete international re-adjustment.

One cannot read the provisions of the Treaty without realising that the Allies have left very little room for Turkey to be the nuisance in Europe that she has been for so many years. Because of that we can forgive a great many other things. Turkey deserves no place in Europe, as a glance at her recent history will show. The power for evil that she has exerted in Armenia and Cilicia would be sufficient alone to convict her of unsuitability to reside longer in what is perhaps the oldest civilised continent of the world. The record of massacres perpetrated in the name of a cruel religion makes very morbid reading. One is inclined to think that the history of the Powers dealing with Turkey is a further exemplification of the maxim "Spare the rod and spoil the child." One or two very clear indications that such conduct could not be permitted would have put a stop to what developed into horrifying expressions of hatred. By the Treaty now handed over Turkey is shorn of a great deal of that power for evil, and at that we rejoice. It may be that if the government of the country gets into enlightened hands a change will manifest itself, but not before that time should the Allies consider for one moment a modification of their terms as regards territory. Just enough of Turkey has been left in Europe to give her sovereignty over Constantinople, but even the granting of that has been made conditional on future behaviour. All the details of the Treaty, affecting military strength, the payment of reparations, privileges, to the Allies, etc., make interesting reading and could well be made the basis for much comment. But it is not our intention to indulge. One very important point is that providing for the navigation of the Straits, including the Dardanelles, the Sea of Marmora and the Bosphorus to be open in future both in peace time and war time to all merchantmen, warships and aircraft without distinction. So important is the entrance to the Black Sea from a commercial point of view that this very desirable right of unfettered entry should have been secured long ago.

There is one condition imposed which appeals to us more than any other, and that relates to Turkey's future duty of protecting minorities within her borders. The rule of modern government is that the majority shall prevail, but together with that must go a protection of all subjects who exercise their right of thinking differently. Failing that protection, governance becomes tyranny and oppression. Development in man's conception of his duty towards his neighbour has brought him to realise that tolerance is not only humane but essential. Governments of civilised countries have realised it and there should be every effort made to spread the acceptance of it. The basic idea of the League of Nations is protection of the weak, and it is a step in the right direction that one of the most important concessions to Turkey should be made dependent on the observance of this all-important principle of conduct. When the time comes which shall witness a universal practice of the rule, then will be heralded in the days of "peace on earth and good will to men."

NOTES & COMMENTS.

INTERPORT POLO.

It is many years now since Hongkong enjoyed the experience of witnessing polo matches. In pre-war times they were a regular feature of the Colony's sport, and old residents look back with decided interest on the interport contests, which always aroused keen rivalry. Particularly do we recall the series of games between teams of British officers and American military men from Manila. Our polo ground at Causeway Bay is again being got ship-shape, and already practice games are being indulged in. We see from a Shanghai paper that the Polo Club there has had its annual meeting and amongst the matters raised was that of interport games with Hongkong. A skeleton programme for the season was decided upon, games to be played on Tuesdays, Thursdays and Saturdays. In view of the possibility of Hongkong issuing a challenge for the Keswick Cup, it was resolved that at least two chukkas, each evening should be devoted to games between "Possibles" and "Probables" to enable the Committee to select a team to meet the visitors. An endeavour is also to be made to encourage "novice" matches, in which the Committee is to assist players in every way possible. Owing to the number of returned men, mostly members of the Light Horse, who have joined or rejoined the Club this year, a very interesting and busy season is looked forward to by the Committee. It will thus be seen that Shanghai is taking very seriously to polo these days, and if the interport game comes off, a big effort will no doubt be made to retain the trophy. Our hope is that Hongkong is not letting the grass grow under its feet.

THE STUDENTS' LATEST.

The Chinese students in Peking, who have been "on strike," are again dictating to the Government what it shall and what it shall not do. A telegram which was published yesterday stated that these youngsters have notified the President and the State Department that they will resume their studies when the Government announces the cancellation of the Military Agreement with Japan and rejects the proposal for direct negotiation on the Shantung question. The presumption of these youthful upstarts almost equals their lack of a sense of proportionate values. What on earth schoolboys have to do with international issues like these we should very much like to know. The whole trouble, of course, is that these students have been used as tools by certain so-called politicians to further their own ends. They are the spoiled children of the nation, and they presume to think that in their hands lies the eventual disposition of big political problems. What they need is a close and personal acquaintance with the powers of the cane as an instrument of punishment. It is self-evident that they can know nothing of the matters upon which they so freely advise the Government. The cheek of these youngsters is almost without limits.

HARD WORDS.

In our comments from time to time on America's attitude towards the Peace Treaty we have always urged that the United States owes it as a duty to humanity to take a "living interest" in the affairs of the outside world. We have even said that European nations look for American help and sympathy in dealing with the big problems of the day. Some have accused us of being too pointed in our references on this matter. But here is what an American journal says:—"America can no longer sit back and scorn Europe for not putting things right in the danger-corners of the earth. The world will not let the United States forget it is shirking its international duty. Lloyd George, answering an interpellation in the House of Commons about America, said: 'Up to the present we have only received requests from America to protect Armenia without any offer to assume responsibility. There is a terrible sting in this bland statement. America has no answer. Americans are appealing at this moment to Great Britain to protect the Armenians from the Turks. But America is horrified at any suggestion that it is Uncle Sam's duty to land a little help himself. If Great

DAY BY DAY.

ANY GREAT REFORMER WILL FIND LESS PRACTICAL DISCOURAGEMENT IN THE OPPOSITION OF BAD PEOPLE THAN IN THE INERTIA OF GOOD PEOPLE.

There was one non-fatal occurrence of cerebro-spinal fever notified yesterday, the sufferer being a Chinese.

A year's hard labour was to-day given to a banishee as the reward for his persistence in returning to this Colony, from which he was banished in June of last year on a long term.

A burglary was last night carried out on a house in Yee Wo Street, in the Wanchai district. One of the culprits was caught by the Police, and at the Police Court this morning was remanded. In this burglary, clothing and other property to the value of \$5.45 were stolen.

Inspector Caygill told a story of greed at the Police Court this morning. A thief whom he had arrested stole a bulky piece of timber from a certain house in Yaumatei which was in course of erection, and when detected and chased would not let it go. The wood acting as a handicap to his agility, he was overhauled. A sentence of three weeks' hard labour was passed on the thief by the Magistrate.

The present building, which was formerly the German Club, being inadequate to meet the needs of the school, construction is being undertaken of an additional building for St. Joseph's College. This will be situated on the lower side of the playing ground. The question of a boxing school in connection with the College has been under consideration, but owing to the lack of room, the idea has so far not been found possible of accomplishment.

A Chinese profiteer was to-day brought to justice by Inspector Eamer, who complained that the man had a pair of scales which operated against his customers. Much illicit profit must have been gathered in by this man, who keeps a fruit stall in Shaanki. He had found the pair of scales too balanced to suit his tastes, and had gone to the extent of tying a string of cash to one end, with the consequence that an additional ten per cent. weight went against his customers. He was fined \$10, or two weeks, by Mr. Hutchison.

A Chinese boy whose preference for a career of crime was only too evident from the fact that a knife with the blade open ready for emergencies, was found on his person at the time of his arrest at Mongkok yesterday, was sentenced at the Police Court this morning to 48 hours' detention and 12 strokes with the birch. He was caught after snatching a head ornament from a child which was being carried on the back of his mother. The theft was witnessed by another boy who took up the chase after the culprit. About thirty other pedestrians joined in, with the result that the escape of the thief was cut off, and he was arrested. The comparatively light sentence which the Magistrate imposed was due to the fact that it was the prisoner's first offence.

N. Mahomed Ali was to-day charged at the Police Court with having failed to communicate to the Superintendent of Imports and Exports within 24 hours a case of short delivery, thereby importing goods without a permit or licence. The case in question was in respect of a quantity of hides, for which a permit was issued on April 1st. This permit was in respect of 242 hides, but a month afterwards, when the Department was checking the manifests, it found 100 hides short. It was not until the 5th instant that the merchant made his report, by which time, the figure was already entered in the books and the consequent correction caused a lot of trouble to the Department. The merchant had on a previous occasion committed the same error, and he had then been warned. The present mistake arose purely out of carelessness on his part. A fine of \$25 was imposed.

of the international responsibilities of the Anglo-Saxons, the day was then taken to the edge of the lake, but on informing the riders that the winner would be the one who could not be caught, the winner was the one who could not be caught.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

The dog days of summer are beginning to get more than usually quiet—excepting that the gramophones and pianos have again been let loose, to the discomfort of everybody but their owners. I suppose that in reality these instruments are not any busier than usual, but with verandah windows thrown wide open, the outside world gets the benefit of the noise they create.

There is a local law, I believe, to the effect that it is an offence to make any noise between the hours of sunset and 6 a.m. which shall disturb the peace and quiet of neighbours. It's a good job it isn't put into operation; if it were, nearly all the occupiers of Kowloon flats would find themselves in the dock at the Police Court. The Magistrate would then have to set aside a day on which to be "At Home" to Kowloon residents!

Sunday's motor accident served to call attention to the dangerous condition of some of our roads. At Home, the authorities would no more think of opening an unmetalled thoroughfare to traffic than they would of making the collection of rates and taxes. And the danger at Home is as nothing compared to what it is here, with so many of our roads running along the edge of high embankments.

I do not say that the state of the Castle Peak road was wholly responsible for Sunday's mishap, but it was a factor, none the less. But apart from the actual surfacing of this road and others, it cannot be disputed that there are far too many unprotected embankments. In one place I know of, there is a sheer drop of well on towards 700 feet, I should think. Admittedly the road is wide, but, however careful a driver may be, one never knows when the unexpected is going to happen. Bad driving by an approaching car, or something going suddenly wrong with the steering gear, might have disastrous results at such spots.

In the opinion of many motorists, all embankments ought to be protected by the erection either of a low wall or a stout iron railing. The Automobile Association might do worse than take this matter into consideration and advise the authorities on it. I don't wish to be an alarmist, but it will be too late after the event.

What on earth has gone wrong with the weather? Hot one day, cool the next, and torrential rain the day following—variously enough, anyhow. Last year the Clerk of the Weather had it in for sports men by sending a long succession of wet week-ends. It looks as if he is going to repeat the performance this year. All of which is causing a great strain on our vocabularies.

The Tennis League is early in trouble through the coming of these wet spells. Last Saturday one of the Kowloon Clubs could get off their ties; and there appears every prospect that the same will be the case this week-end. Can't the Residents' Association do something in the matter?

What's the matter with the new Kowloon Fire Station? It appears to have reached a stage of suspended animation. Have the contractor's funds run out, or is the rain causing the stoppage? I don't expect Kowloon to be burnt down, but it's time somebody got busy.

Kowloon Cricket Club debentures are going strong, I hear. The reckoning is now being done in thousands. Good luck to the scheme!

DROWNING THREAT. Because he had refused to hand over certain land about 100 men assembled outside the residence of Mr. J. G. Alcorn, the High Sheriff of Galway. They entered his house, and after binding and handcuffing him repeated their request. He again refused, and was immediately taken to a lake. His wife followed in a trap, and implored the men to release her husband. This they refused to do. They then asked Mr. Alcorn if he wanted to see a priest. He replied that he did, and a priest was sent for, and afterwards ordered to go away. Mr. Alcorn was then taken to the edge of the lake, but on informing the riders that the winner would be the one who could not be caught, the winner was the one who could not be caught.

COMPANY REPORTS.

HONGKONG ELECTRIC CO. LTD.

The report of the Board of Directors of the above Company for the year ending 31st February, 1920, states—

The balance at credit of Profit and Loss Account available for appropriation, after allowing for depreciation is \$337,574.08, and your Directors recommend that this be disposed of as follows—
To pay a Dividend of \$2.25 per share on 60,000 Shares \$1,350,000.00
To pay a Bonus of 75 cents per Share 45,000.00
To pay a Bonus to Staff 23,323.97
To carry forward to next Account 135,250.11
\$337,574.08

Directors.—Mr. S. H. Dodwell having resigned on leaving the Colony, Mr. G. M. Dodwell was invited to fill the vacancy. This appointment requires the confirmation of Shareholders. The Hon. Mr. Lau Chu Pak has joined the Board, and this row requires the confirmation of Shareholders. In accordance with the Articles of Association Hon. Sir C. P. Chater, C.M.G. and Hon. Mr. J. Johnstone retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Mr. C. Bernard Brown, A.C.A. who retires, but offers himself for re-election.

A. O. LANG, Chairman.
Hongkong, 5th May, 1920.

THE UNION INSURANCE SOCIETY.

The report for the year 1919 shows that on a total business of £1,812,431, the profit balance amounted to £275,829.

The Board recommends that an interim dividend of 24 per share be paid to shareholders, absorbing £118,200 and that a bonus of 20 per cent be paid to contributors, absorbing about £50,000, and that the remainder be carried forward. Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell and Co., Ltd., and Mr. G. T. Edkins of Messrs. Butterfield and Swire have joined the Board. In accordance with Articles of Association the Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden retire, but offer themselves for re-election.

BRITISH TRADERS INSURANCE CO.

The report for the year 1919, shows that on a total business of £874,430, there was a profit of £431,629.

The Board recommends that an interim dividend of 9 per share be paid to shareholders, absorbing £43,200 and that a bonus of 20 per cent be paid to contributors, absorbing about £25,000, and that the remainder be carried forward.

Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell and Co., Ltd., and Mr. G. T. Edkins of Messrs. Butterfield and Swire have joined the Board. In accordance with Articles of Association the Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden retire, but offer themselves for re-election.

THE CHINA FIRE INSURANCE CO.

The report for the year 1919 shows that on a business of £1,211,010, there was a profit made of \$675,132. The working account for 1918 shows that on business amounting to \$1,638,505, there was a net profit of \$334,750. This it is proposed to apportion as follows—

To pay a Dividend of \$7.00 and Bonus of \$3.00 per share on 20,000 Shares \$200,000.00; To add to Reinsurance Fund \$150,000.00; To add to Extra Reserve Fund \$75,000 at 4/10½ \$307,692.30; To carry forward to Underwriting Suspense A/c \$177,066.81.

The Hon. Mr. P. H. Holyoak and Mr. W. L. Pattenden retire by rotation and being eligible offer themselves for re-election.

CANTON INSURANCE OFFICE.

We are officially informed, that the General Agents and Consulting Committee of the Canton Insurance Office Ltd., will at the forthcoming meeting of shareholders, to be held on Tuesday, the 25th instant, declare a final dividend of \$12 per share in respect of working account 1918, and \$54,587.10 in respect of the 1919 year.

TO-DAY'S MISCELLANY.

Mr. Frederick Delius, whose new meditative work has just been performed at the Queen's Hall, is frequently believed to be a foreigner, but was really born at Bradford, where his family had long been settled. He is, however, a very cosmopolitan musician, for he laid the foundation of his musical knowledge by self-study on an orange plantation in Florida, "cut off from all centres of artistic culture, and afterwards studied at Leipzig. Before the war Mr. Delius had for some years resided in France, where he married Mlle. Rosen, the artist, and where most of his creative work has been produced. Reminiscences of his former life in Florida will be found in "Appalachia," which consists mainly of variations on an old slave song.

Mahomed Abdullah, "the Mad Mullah," has proved even more elusive than Osman Digna. Since he went into the Mahdi business in 1899 Abdullah has been a constant thorn in the side of the Somaliland Administration. There have been many attempts to round him up, but though his followers have been heavily defeated he has always escaped. Some years ago we captured his mother-in-law; but that, far from distressing him, seemed to give him a new lease of life. In 1914 the Colonial Office reported that he was suffering from an incurable disease and was physically immobile. Since then he has made several raids, and the expedition just ended, though equipped with aeroplanes, has drawn another blank so far as the Mullah is concerned.

An exceedingly interesting constitutional point was raised by the nomination of the Rev. Malcolm MacCallum as the Labour candidate for Argyllshire in opposition to Sir William Sutherland, appointed as Coalition-Liberal Whip. Mr. MacCallum is a minister of the Church of Scotland, and under the Act passed in 1801 (consequent on the election of Horne Tooke for Old Sarum) a minister of that Church as well as of the Church of England is declared not to be "capable of being elected" as a member of Parliament. That does not mean, of course, that he may not be returned to Parliament. A mere name can be returned to Parliament, as well as a man legally "dead," as in the case of O'Donovan Rossa and Michael Davitt, who were elected while in prison for treason-felony. Under the Act of 1870 a clergyman of the Church of England can deprive himself of orders, and so qualify for membership of the Commons. But that Act does not apply to the Church of Scotland. Mr. MacCallum has been duly nominated, and there is nothing to prevent his return. If returned it will be for a Committee on Privileges to decide whether he has retired from his living in time to qualify him for membership. The Act of 1801 seems to leave that point in doubt.

SHANGHAI'S WAR MEMORIAL.

AN IM-OSING MONUMENT.

Shanghai's war memorial is to take the form of a massive granite pedestal, some 45 ft. high, supporting a bronze statue of a group representing victorious Peace offering consolation to the widows and orphans, and flanked by the figures of soldiers, or some other appropriate commemorative decoration still to be chosen.

The monument rests upon a raised paved platform covering the greater part of the space available—some 70 ft. long by 42 ft. deep—and this is surrounded by a balustrading of solid design and the platform approached by a flight of six broad, shallow steps of the maximum length obtainable, a feature which should add to the dignity of the monument.

The material suggested is Hongkong or Honsan granite, with paving design delineated in the two materials which are of lighter and darker shades of grey. The figures would be modelled and cast in bronze at Home.

Suspense Account; and the will further declare an interim dividend of \$12 per share.

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AGAINST TEUTON PLAN.

Mr. H. H. Raymond, president of the Clyde and Mallory Line Steamship Companies and president of the American Steamship Owners' Association, recently gave out a statement regarding the association's action in passing a resolution that the Shipping Board refuse to sanction any plan by which ships of American registry be allocated to the Hamburg-American Line for operation with the support of an American owned steamship company. He said: "Washington dispatches to this morning's newspapers stated definitely that the steamship company which aspires to secure American ships from the Shipping Board tonnage and place the Hamburg-American routes from Hamburg to the ports of foreign world markets is the American Ship and Commerce Corporation, or what is generally known among shipping men as the Kerr Line.

"American steamship officials are not greatly impressed by the statement that unless the Shipping Board vessels are put upon these Hamburg routes British or other European vessels would take advantage of the opportunity. It should be remembered that British and North European steamships in general would have to go only a little out of their way to receive or discharge a few hundred tons of cargo at Hamburg, while our Government-owned ships could not serve the old Hamburg trade to the Orient, for example, without entirely being taken out of and kept out of American ports and devoted exclusively, or almost exclusively, to the promotion of German commerce.

"While I feel that private steamship owners, with their own American staffs and on their own responsibility, can justifiably undertake to do this, I do not want to see our Government attempt to practically go into partnership with Hamburg.

everywhere be seeking to serve German interests first, and only, if we have any ships to spare for Hamburg routes, they should be absolutely under control of American agents at Hamburg."

"All practical steamship men know the spirit that has always characterized the Hamburg-American Company. Nothing can be more certain than that any use by the company of 50 per cent. of German and 50 per cent. of American ships will be an exceedingly short-lived arrangement.

"The American ships, having served the German purpose and having rehabilitated the German routes, will be cast out at the very first opportunity and any profit that may meanwhile have accrued by the Shipping Board will prove to have been purchased at a heavy price of injury to the American Merchant Marine, and American commerce.

"This is a view of the situation which I know is held by American shipowners generally. Our association includes practically all the American owners of sea-going tonnage in the Atlantic, Gulf and Pacific ports of the United States, and our action of yesterday in entering a protest against any partnership with the Hamburg-American Line was absolutely unanimous. I believe the Shipping Board will hear from the exporters, manufacturers and merchants of the country in exactly the same way as soon as they realize that our own Government proposes to put its own large ships at the disposal of the Hamburg-American Company before our own regular steamship services, and particularly our mail and fast freight service, have been properly established."

TRACKLESS TROLLEY CARS.

The Highway Committee of the London County Council has decided to make trial runs with trackless trolley cars on the Eltham-Woolwich route. The experiment with these cars is an attempt to discover whether they are suitable vehicles for the new short routes designed to link up

GOLF.

PROFESSIONAL PAIRS
ENTRIES.

The draw has now been made in the Professional Pairs competition of the Royal Hongkong Golf Club, due to be played at Happy Valley. The first two rounds must be completed on or before 7th June, the next two in the following fortnight, the semi-final the following week, and the final on or before July 5. Forty-two couples have entered, giving ten games in the first round and sixteen in the Second.

The following is the draw in the first round.

W. D. Kraft and E. T. Singer (26) v E. Newhouse and A. B. Purves (23).

L. W. Taylor and H. M. Edwards (18) v P. V. Kilgour and F. W. Vining (23).

G. M. Young and E. V. D. Parr (23) v A. L. Burnie and P. E. de Paravicini (12).

R. Henderson and J. Rodger, Jr. (19) v J. W. Taylor and R. Hancock (21).

H. H. Gumpertz and J. R. Wood (31) v W. I. Morrison and R. G. Camidge (19).

W. G. Brown and F. Sojar (20) v T. W. Hill and K. S. Morrison (8).

R. M. Smith and C. A. Peel (11) v F. S. Harrison and J. W. Alabaster (18).

C. E. H. Beavis and E. J. Grist (11) v L. M. Whyte and A. G. Coppin (36).

A. M. D. Wallace and R. D. Greenhalgh (21) v A. H. Holyoak and J. Owen Hughes (28).

H. West and E. B. Lambert (34) v D. R. Newcomb and D. Reid (26).

SECOND ROUND.

The following couples are drawn together in the second, together with the winning couples in the first.

G. W. Swell and G. H. Wilson (24) v N. Harper and T. W. Doyle (27).

C. L. Hocking and H. G. Barnall (12) v W. S. Brown and J. Hooper (26).

D. McLaren and A. K. Henderson (20) v G. E. Stewart and F. A. Dunsdale (32).

F. Mainland and L. S. Greenhill (25) v R. Bruce and A. C. Louth (15).

E. Gifford and P. J. Falconer (25) v A. G. M. Fletcher and E. R. Halliday (32).

G. S. Archbutt and R. A. Broad (14) v J. Rodger and G. M. Shaw (34).

A. H. Hollingsworth and R. E. O. Bird (34) v R. O. Hutchison and N. L. Smith (7).

J. L. R. Archer and K. A. M. Tunny (22) v J. Johnstone and L. S. Leach (17).

Handicap of the difference between the respective Handicaps as stated above. Stroke or over to compensate. Should any tie remain unplayed on the date the second round is played, the match passes into the next round.

LAWN TENNIS.

YESTERDAY'S MATCHES.

The Mixed Doubles Handicap event in the H.K.C.C. tournament was completed last evening, when

Major Bowen and Mrs. Timmins (owe 25) beat Major and Mrs. Greenaway in the final tie by two straight sets, the score being 6/3, 6/1.

From the manner in which the match started it looked as though a close tussle would be seen, for the score was three-all in the opening set. The Greenaways, however, then fell away badly and only got one more game. The handicap, though not great, was too much for them. In the early stages, the losing pair were playing well together, whereas Major Bowen was doing too much poaching and his partner could not get into stride. But after the sixth game the situation changed, Mrs. Timmins getting in some fine work and showing herself to be a very polished player. On the other hand, Mrs. Greenaway went to pieces and could scarcely do anything right.

The men did not give a very good display, whilst the whole match was lacking in attractiveness.

Captain Monteith and Major Timmins (scr.) met and defeated F. A. Redmond and J. D. Wright (owe 3/6) in the semi-final of the Men's Doubles Handicap, the score being 6/3, 7/5, thus qualifying to meet Major Greenaway and Major Ardoino in the final.

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AVIATION.

WIRELESS DIRECTION OF
AIRCRAFT

The following has been forwarded by Colonel Smallwood for publication in the *Telegraph*:— Great studies have been made with wireless direction for aircraft. An interesting experiment was recently carried out with a Handley Page commercial aeroplane which strikingly illustrated possibilities of the wireless telephone as a method of directing aircraft from the ground. Whilst flying on the London-Paris air route recently, with a Maroon wireless telephone equipment on board, the pilot was throughout the flight in constant communication with ground stations.

On the journey from Cricklewood to Paris, the aeroplane when over Croydon received a spoken message from Hounslow giving a weather report, and whilst over Beacon Hill the machine received a message from Lympne. During the journey to the coast seven wireless stations were communicated with. When over the Channel the pilot sighted another Handley Page proceeding from Paris to Cricklewood and gave a message to Lympne announcing the approach of the latter machine.

On the return journey from Paris to Cricklewood the weather reports received by the wireless telephone installed in the machine enabled the journey despite the extremely bad weather. Low clouds and mists obscured the Channel when Boulogne was reached but Lympne told him by wireless that conditions were improving on the other side. The pilot therefore decided to continue his journey over the Channel although a single engine machine had turned back, and later he was informed that the weather was rapidly clearing and would be excellent by the time the machine arrived over the English coast. The pilot admits that had he not received these extremely valuable answers to his wireless questions he would have hesitated to attempt the Channel crossing in such inclement weather. The journey was a complete success, the voice being remarkably clear over a distance of a hundred miles and the course of the aeroplane was "plotted" throughout the London-Paris journey by the ground stations.

These practical experiments with wireless telephone prove that machines large enough to carry the equipment need never be held in a fog, and the pilot's bugbear of running into foggy weather will cease to exist. Many a time a pilot has to decide to abandon a long journey from fear of worse to come; the telephone will give him every feeling of security and enable him to carry on with full knowledge of what is before him. They also afford an interesting indication of how aeroplanes could be guided by wireless, even when visibility is so bad that the entire route lies shrouded in fog and the terminal aerodromes heavily obscured.

The public have already been provided with reliable proof of the possibilities of commercial flying, but in the near future, when science and experienced organization has had more time to come into play, consistent flying will be practical in almost any weather and increased services possible. The coming months will drive home the lessons which by sheer perseverance in the face of enormous difficulties the organisers of pioneer air services have already been able to place before the business community of the world.

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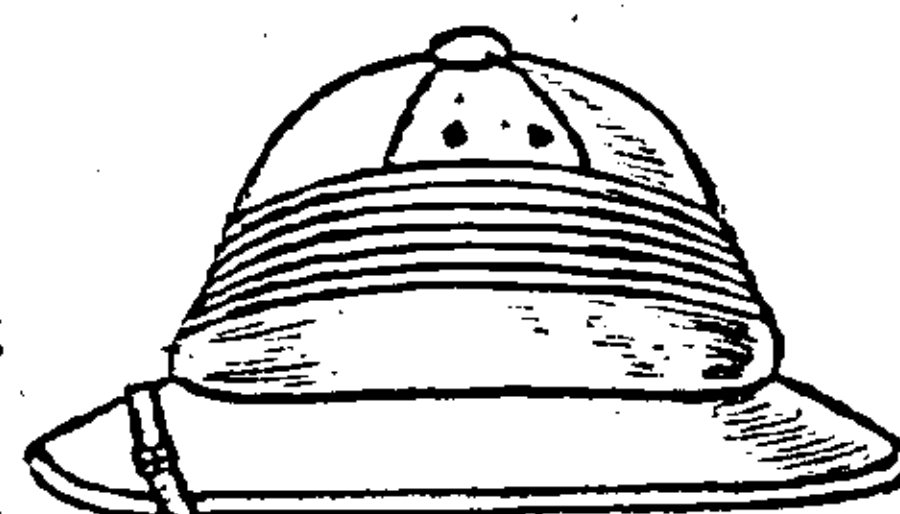
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Kasamba	B. L.	May 20
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Africa M.	O. S. K.	May 22
Lake Onawa R. D. Co.	May 22	
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China	O. M. Co.	May 23
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West Himrod	S. & D.	May 25
Eastern	P. & O.	May 25
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Panama M.	O. S. K.	May 26
Kamamura M.	N. Y. K.	May 26
Tonyo M.	T. K. K.	May 27
Howick Hall	A. L.	May 27
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West Jappa F. W. Co.	June 1	
Nanking	C. M. Co.	June 2
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Telmachus	B. L.	June 10
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Tsushima M.	N. Y. K.	M. June
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Montague	A. L.	June 15
Chicago M.	O. S. K.	June 15
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RANCH OFFICE: Telephone No. 1062.
Kobe, Shanghai, CHAS. E. RICHARDSON,
Manila, Singapore, Gen. Agent for South China.

LOS ANGELES, CALIF. U. S. A.

LOS ANGELES, CALIF. U. S. A.

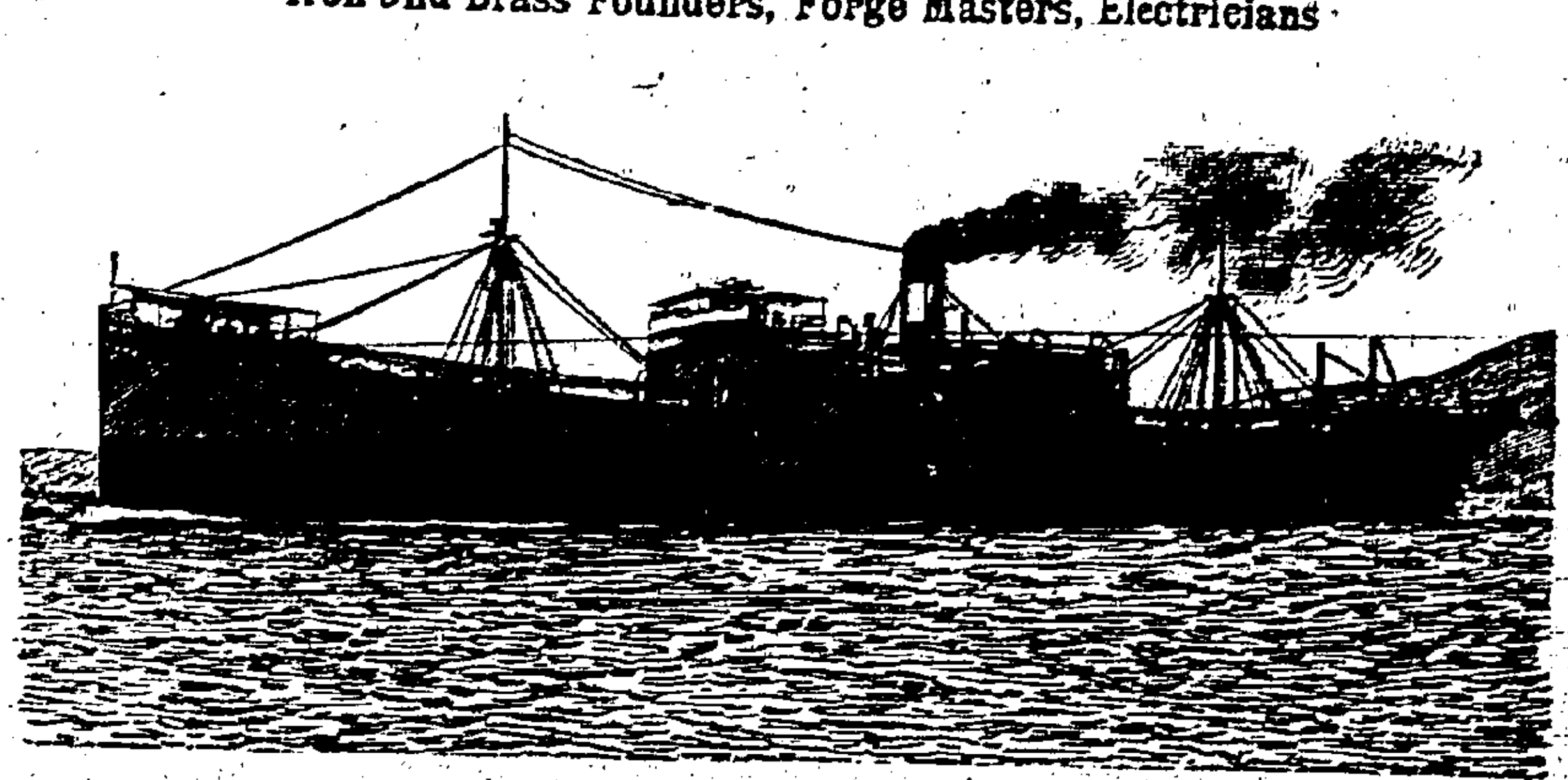
LOS ANGELES, CALIF. U. S. A.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;
Western-Union and Watkins

Rock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W. : 5,195-ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

H. M. DYER, General Manager

H. M. DYER, General Manager

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Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.COMPANIES INCORPORATED IN ENGLAND.
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15 May, noon	Spore, Colombo & R Bay.

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,700	19th May	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	25th May	Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	17 May, 4 p.m.	Shanghai, Kobe, Yokohama
DELTA		18 May, 11 a.m.	Shanghai

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 ft. x 1 ft. will be received at the company's office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

25, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Point—U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.

FUSHIMI MARU (Calling Manila) Tue., 25th May, at 11 a.m.

TAKI MARU (Calling Manila) Wed., 26th May, at 11 a.m.

KATORI MARU (Calling Manila) Fri., 28th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU (Calling Manila) Sat., 22nd May, at noon.

SAGA MARU (Calling Manila) Fri., 28th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKAWA MARU (Calling Manila) Fri., 11th June.

LIVERPOOL & MARSEILLES via Spore, Cebu, Suez & Port Said.

KAMAKURA MARU (Calling Manila) Fri., 28th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU (Calling Manila) Wed., 26th May, at 11 a.m.

TANGO MARU (Calling Manila) Wed., 26th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.**SOUTH AMERICAN PORTS** via Cape.**BOMBAY & COLOMBO** via Singapore.

KANAGAWA MARU (Calling Manila) Sun., 23rd May.

BOMBAY MARU (Calling Manila) Fri., 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU (Calling Manila) Sun., 16th May.

SANKU MARU (Calling Manila) Mon., 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU (Calling Manila) Sun., 23rd May, at 11 a.m.

NINKO MARU (Calling Manila) Fri., 28th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

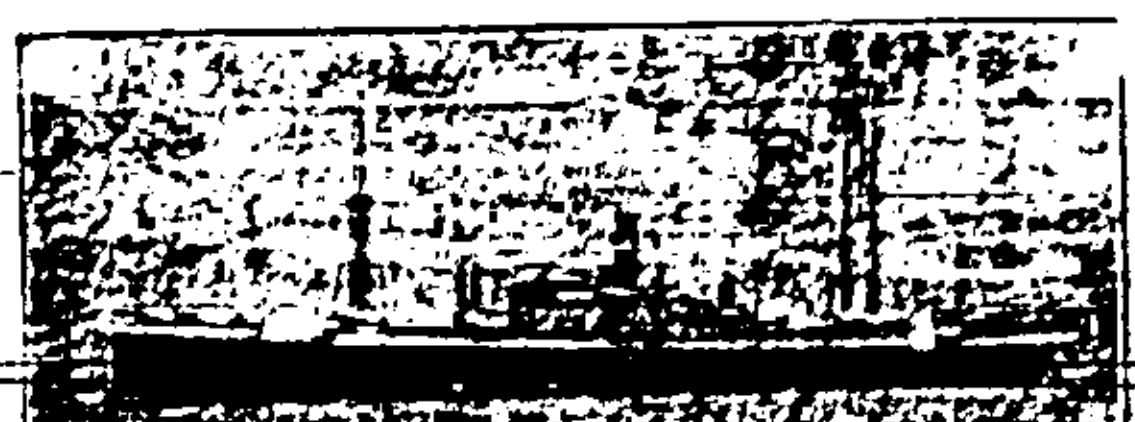
INABA MARU (Calling Manila) Thursday, 20th May, at 11 a.m.

TSUSHIMA MARU (Calling Manila) Sun., 23rd May.

KAMO MARU (Calling Manila) Thursday, 27th June, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 232 & 233. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular fortnightly service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected to arrive	Will leave on or about	For
Haiyang	Japan	in port	18th May	Java.
Tjisalak	Japan	19th May	22nd May	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.
Telephone No. 1474.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 30th June.

"HIMALAYA MARU" (Call Marseilles) Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" (Call Marseilles) Friday, 28th May.

"SEATTLE MARU" (Call Marseilles) Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU (Call Marseilles) Saturday, 15th May.

"LUZON MARU" (Call Marseilles) Sunday, 23rd May.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" (Call Marseilles) Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" (Call Marseilles) Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" (Call Manila) Wednesday, 26th May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU" (Call Manila) Monday, 24th May.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Wed., 26th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIO MARU" (Call Manila) Sunday, 16th May.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" (Call Manila) Thursday, 20th May.

SHISSU MARU (Call Manila) Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	19th May	24th May
CHANGSHA	17th June	22nd June

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings—shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to **NEW YORK.**

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific,

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENSIN via Chefoo	Chipsang	Sat., 15th May at 4 light.
SHANGHAI	Hangsang	Sun., 16th May at 4 light.
SHANGHAI	Choysang	Tues., 18th May at 4 light.
HAIPHONG via Hoihow	Taksang	Tues., 18th May at 8 a.m.
KOBE	Lalsang	Tues., 18th May at 5 p.m.
SHANGHAI	Kwongsang	Thur., 20th May at 4 light.
S'PORE, Pang via Amoy	Foosang	Mon., 24th May at 3 p.m.
SANDAKAN	Hinsang	Thur., 27th May at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chifu.**CALCUTTA LINE.**S.S. "CHAKSANG" will be despatched on or about 14th May, for **SINGAPORE, PENANG & CALCUTTA.**Through Bills of Lading issued to **RANCOON, PORT SWETTENHAM and MADRAS.**

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Tean	15th May at 4 p.m.
W'WEL, C'FOO & TIENSIN	Hulchow	16th May at 4 light.
H'HOW, P'HOI & H'PHONG	Kailong	16th May at 9 a.m.
SWATOW & SINGAPORE	Hupoh	16th May at 10 a.m.
SAMARANG, SOERABAYA & PANARUKAN	Taikoo Wan Yi	17th May at 3 p.m.
SWATOW & BANGKOK	Luchow	18th May at 10 a.m.
AMOY, SHAI & PUKOW	Shantung	18th May at 3 p.m.
SHANGHAI	Sunning	20th May at 4 p.m.
MANILA, CEBU & ILOILO	Taming	23rd May at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light & Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly), and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at W'wong.**BANGKOK LINE.**—Weekly service to and from Bangkok via S'wong.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Agents.

Telephone No. 36.

Hongkong May, 14, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FUCHOW AND RETURN (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailoong	Ed. Walker	FRI., 14th May at 2 p.m.
Hainong	W. C. Swamore	TUES., 18th May at 2 p.m.
Haiching	A. H. Stewart	FRI., 21st May at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"EURYMACHUS"	via Panama	26th May.
"HOWICK HALL"	via Suez	27th May.
"DEUCALION"	via Suez	5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. INABA M. (European Line.) left London for this port via Suez on the 9th April, and is expected here on the 19th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line.) left Liverpool for this port via Suez, on the 10th April, and is expected here on the 23rd May.

The N. Y. K. s.s. AWA M. (Liverpool Line.) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The s.s. METHVEN arrived at Yokohama on 23rd April, left there 24th April, and is due at Vancouver on 15th May.

The N. Y. K. s.s. PENANG M. (Liverpool Line.) left Glasgow for this port via Suez on the 28th April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line.) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The N. Y. K. s.s. TANGOM. (Australian Line.) left Sydney for this port via Manila on the 4th May, and is expected here on the 24th May.

The T. K. K. s.s. TENYU M. arrived at Yokohama on the 4th instant, and is sailing on the 7th instant for Hongkong, being due here May 16th.

The Ben Line s.s. BENMOHR from Antwerp and London, left Singapore, for this port on 9th May, and may be expected to arrive here on 16th May.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 1st May, and is due here on or about the 26th May.

The N. Y. K. s.s. TATSUNO MARU (Calcutta Line.) left Kobe for this port via Moji on the 9th May and is expected here on the 16th May.

The P. & O. s.s. NELLORE left Singapore for this Port on the 11th instant, at 6 a.m. and is due here on the 16th instant at about 11 a.m.

The Dollar Line Company's s.s. BESSIE DOLLAR (New York Line.) will leave Shanghai on May, 15th and is due in Hongkong May 18th.

The Robert Dollar Company's U.S.S.B. LAKE FURRER (Coast Service) left Singapore on May 7th and is due in Hongkong May 14th.

The N. Y. K. s.s. PORTLAND MARU (Bombay Line.) left Bombay for this port direct on the 9th May and is expected here on the 29th May.

The N. Y. K. s.s. MISHIMA M. (European Line.) left Kobe for this port via Moji & Shanghai on the 12th May and is expected here on the 21st May.

The N. Y. K. s.s. IYO MARU (European Line.) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. DURBAN M. (Hamburg Line.) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The P. & O. s.s. DELTA left Singapore for this Port on the 12th instant at 4 p.m. and is due here on the 17th instant at about 6 a.m.

The R. M. S. EMPRESS OF ASIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 6th May and is due here on or about the 27th May.

The T. K. K. s.s. KOREA M. arrived at Yokohama on the 12th instant, and is sailing on the 14th for Honolulu and San Francisco in accordance with schedule.

TIDE TABLE.

10th to 16th May 1920.

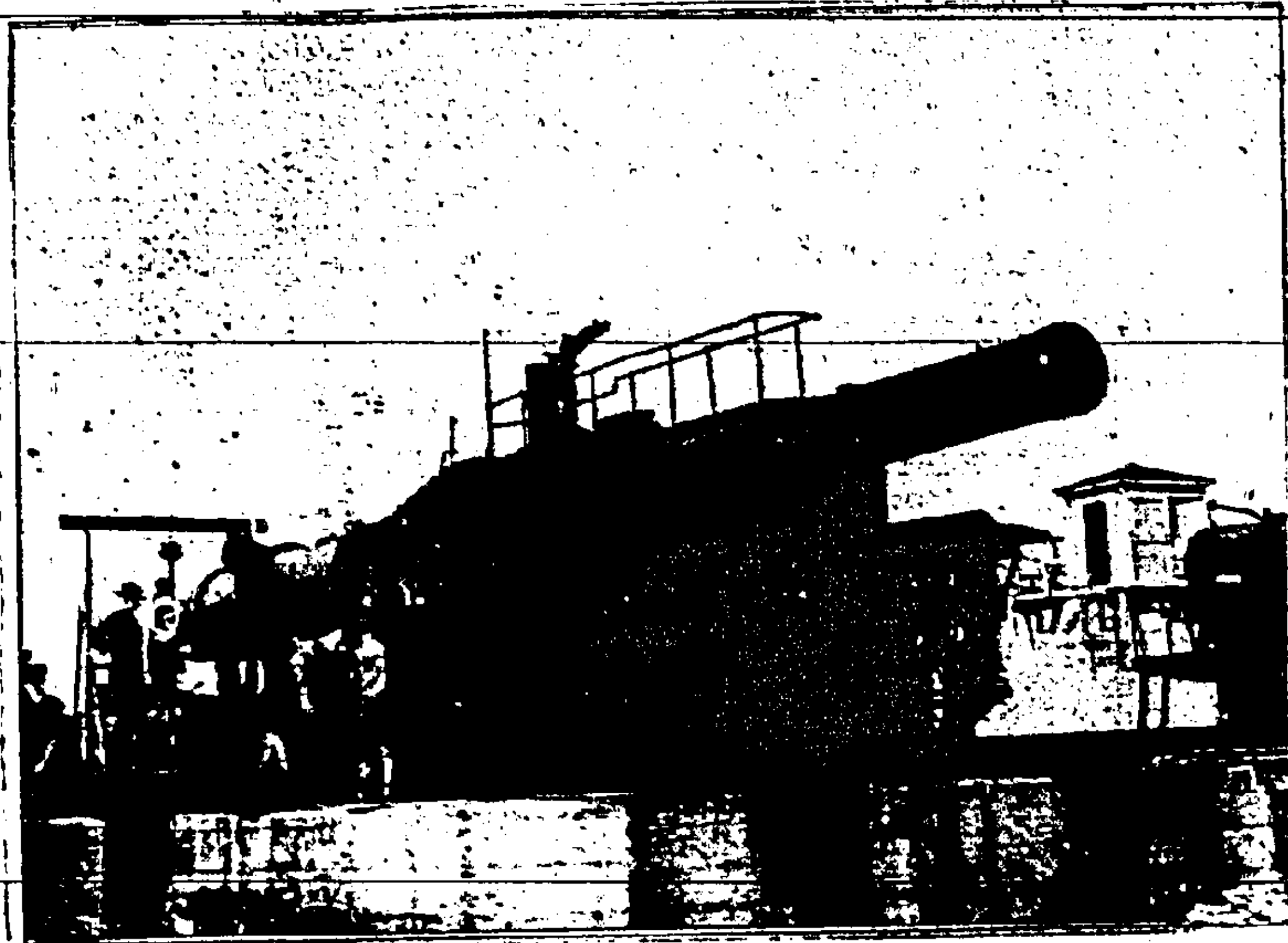
Day	High Water	Low Water	Day	High Water	Low Water
Month	Mean Time	Mean Time	Month	Mean Time	Mean Time
	P. M.	P. M.		P. M.	P. M.
Mon. 10	No 10 ¹⁵ 57a	5.9	Nov. 10	Low w 10 41a	5.1
Tues. 11	No 10 ¹⁵ 2 13a	5.4	Nov. 11	Low w 10 41a	5.1
Wed. 12	m 5 48 7 31a	5.1	Nov. 12	m 10 6 11 29a	4.8
Thurs. 13	m 6 5 5 51a	5.1	Nov. 13	m 11 7 12 57a	4.7
Fri. 14	m 6 30 8 30	5.5	Nov. 14	m 11 2 12 56a	4.6
Sat. 15	m 6 55 7 31a	5.9	Nov. 15	m 10 4 1 26a	4.4
Sun. 16	m 7 31 8 16a	5.4	Nov. 16	m 10 4 1 24a	4.4

TO-DAY'S PICTURES.



SULTAN OF TURKEY.

Here is an exceptional likeness of the Sultan of Turkey. It is the most recent photo and shows the shadow of a soldier saluting, cast on the Sultan.



NEWEST DISAPPEARING GUN.

America's latest type of disappearing gun photographed at the Sandy Hook Proving Grounds, N.J., where it underwent its first firing tests.



GEN. SIR GEO. F. MILNE.

General Milne is in charge of the Allied force which recently occupied Constantinople and assumed control of the posts, telegraphs and telephones.



A FINE BOXER.

Above is seen "Boy" Mc Cormick, light heavyweight champion of Great Britain, who has fought 11 times while on tour in the United States and has not tasted defeat once.



EMIR FEISAL.

Emir Feisal, son of the King of Hedjaz, who was recently chosen King of Syria and announced the complete independence of his people. He is the tall figure in the centre.



CHRISTENED WITH WATER FROM MARNE.

A bottle of water from the Marne river was shipped across the Atlantic to be used in christening the s.s. Marne, built at the Hog Island shipyard.

DOINGS OF THE BUFFS

Tom Comes Close to Landing a Place.

BY ALLMAN

